

Freight Quality Partnerships – the NE England experience

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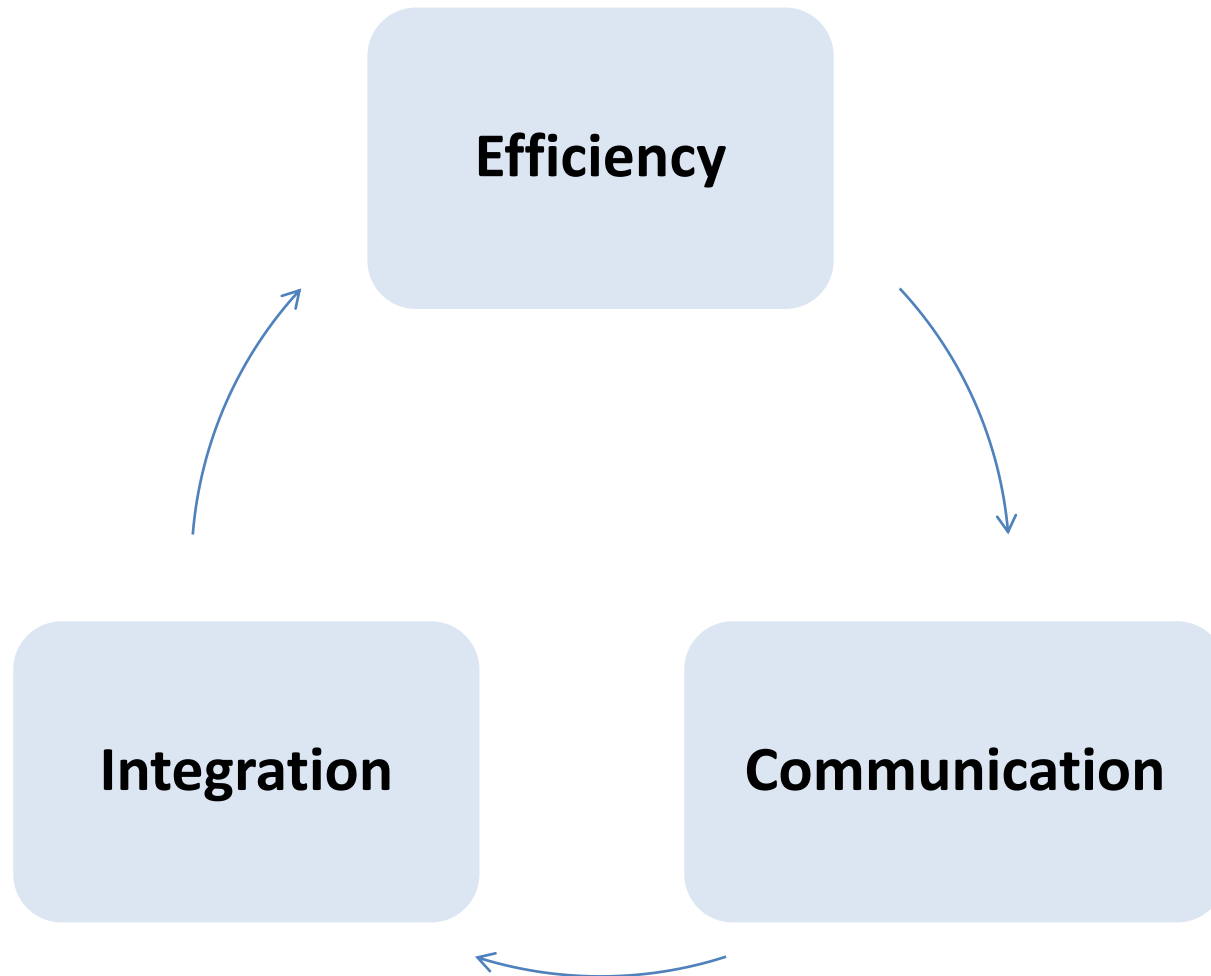


Freight in North East England

- In 2016 around 120 million tonnes of goods were lifted in the North East:
 - road freight 84 million
 - sea freight 32 million
 - rail freight 5 million
 - air freight 5,000 tonnes



Benefits of a Freight Quality Partnership



How are they organised?

- Local, regional or sub-regional scope
- Public sector often performs 'secretariat' role
- Voluntary
- Defined aims and objectives
- Regular meetings
- Tasks
- Communications
- Possible sub-groups



Why establish an FQP?

- ‘One voice’ to speak to policymakers
- Address issues
- Identify opportunities
- Improve efficiency of the sector
- Share ideas/encourage innovation
- Raise the profile of the freight and logistics sector – focus often on passenger travel
- Enhance policy development

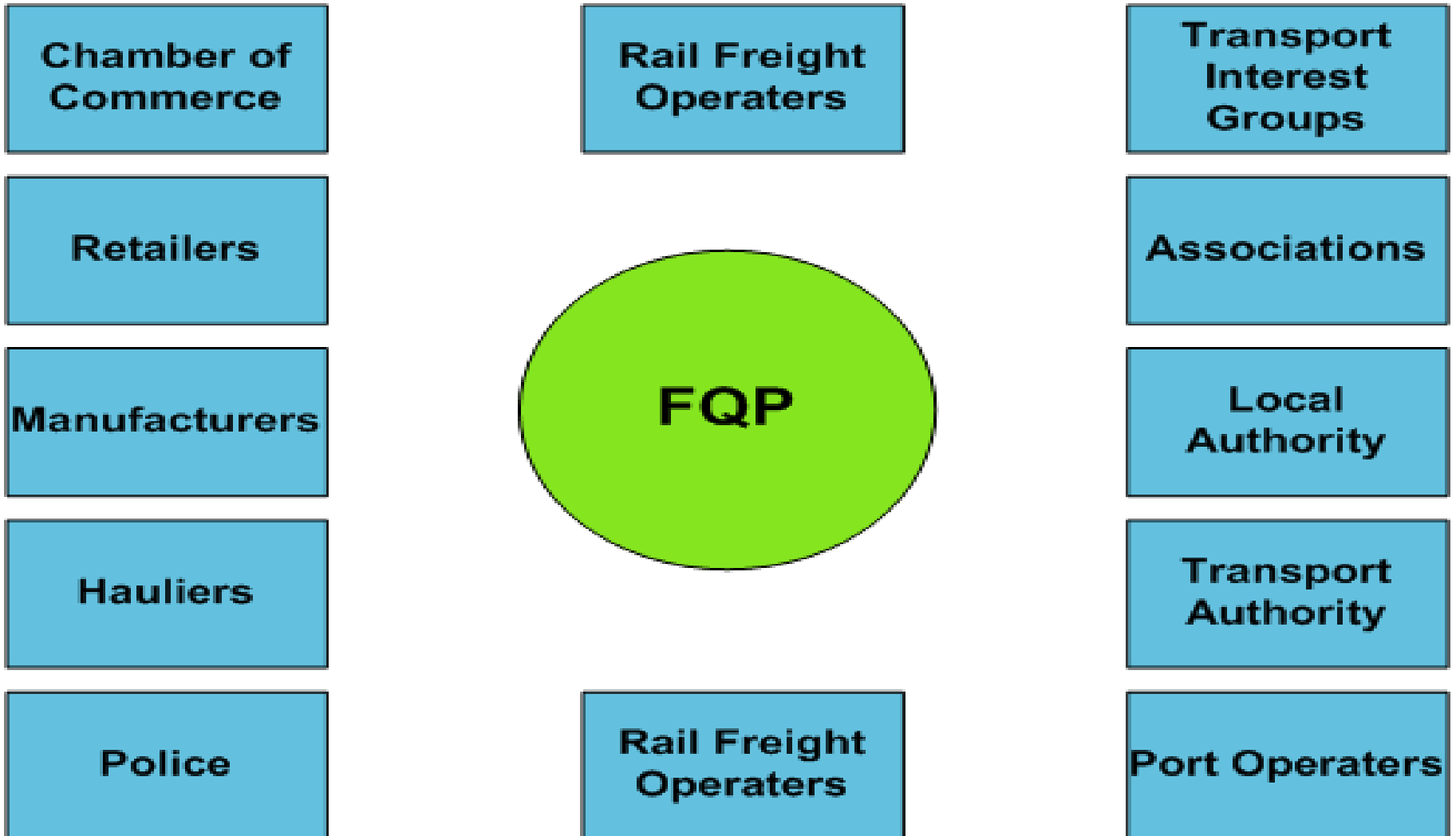


FQPs and local planning

- ‘Sounding board’ for the freight sector
- Provide advice and feedback on site allocation, parking and traffic issues
- Mechanism for raising standards
- Can support local government in lobbying for changes to national policy
- Demonstrates local government is positive about engaging with the freight sector



Types of members



Issues to consider

Terms of reference

Governance

Funding

Activities

Road freight or
multimodal?

Management

Open or closed?

Meetings – where
and when?

Be realistic –one FQP
can't change the
world!

What FQPs cannot affect

Taxation – (Vehicle Licensing,
Fuel Duty)

Working Time Directive /
Drivers Hours / Pay

Transport Funding Allocations

Road and Rail Infrastructure

Example Outputs

Meetings

Mapping

Feasibility
Studies

Seminars

Reports

Best
Practice

Training

Newsletters

Some key issues

Air Quality

Vehicle as a Weapon

Skills / Recruitment

Air quality

- Air pollution is now the “biggest environmental risk” to public health in Europe, causing an estimated 400,000 premature deaths a year, and most EU countries are failing to meet air quality standards set 20 years ago - EU Court of Auditors Sept 2018
- HGVs accounted for 17% of UK Greenhouse Gas and 21% of Nitrogen Oxide emissions from road transport in 2014 while accounting for only 5% of vehicle miles
- Some authorities in the UK are looking at charging Clean Air Zones or other measures that affect HGVs and LGVs, as well as measures to mitigate the impact on these sectors
- Whilst there is a retrofit accreditation scheme for HGVs in the UK, no manufacturer has come forward with a technology to be accredited yet



Air quality case study - Leeds

- Leeds is one of several UK cities with a legal duty to improve air quality
- NO₂ concentrations at some specific locations across Leeds are exceeding the annual average limit of 40 µg/m³, making Leeds non-compliant with the UK objectives
- The city proposes to charge for buses, coaches, HGVs and taxi/private hire vehicles entering the city centre Clean Air Zone that do not meet pre-determined emission standards
- HGVs not Euro VI compliant will pay £50 per day
- A support package will be available of up to £16,000 per non-compliant vehicle to be used as support towards the purchase of a new or second hand vehicle



Air quality issues for operators

Inflated prices of new and second hand Euro VI HGVs (Road Haulage Association report increases as high as 3x)

Residual values for HGVs with a EURO standard lower than Euro VI are at a record low

Lack of market availability of Euro VI HGVs as more companies, especially those with the capacity to upgrade are purchasing large numbers of vehicles as soon as they become available

Vehicle as a Weapon (VAAW)

Since July 2016 there have been 7 VAAW attacks across Europe, causing over 100 fatalities, with the latest attack happening in August at the Las Ramblas strip in Barcelona

Incidents at Westminster, London Bridge, Finsbury Park, Nice, Berlin and Stockholm all demonstrate that vehicles have become the desired weapon of choice for terrorists



Skills and recruitment

In the UK, there is an ageing workforce in the logistics sector, largely male-dominated

The average age of a driver is 53 years old and 13 % of drivers are over 60 years old, with only 2% under 25

Need to recruit more people into industry, especially as Brexit may reduce the number of non-UK drivers

How can we make the industry more attractive to new entrants?

Pitfalls

- Loss of momentum
- Funding issues
- Personnel change
- Engagement with light van sector



Case study: North East Freight Partnership



Background to the Partnership

- Established in 2005
- Led and funded by NECA, managed by Aecom
- 4 meetings per year
- Open to anyone involved or with an interest in freight movement – operators, customers, local authorities, academics, environmental bodies, trade associations
- No fees, no membership register
- Separate sub-groups and working groups



Business model

Funded by NE
Combined Authority

Co-ordinated by the
Regional Transport
Team

Managed by Aecom
following tender
exercise

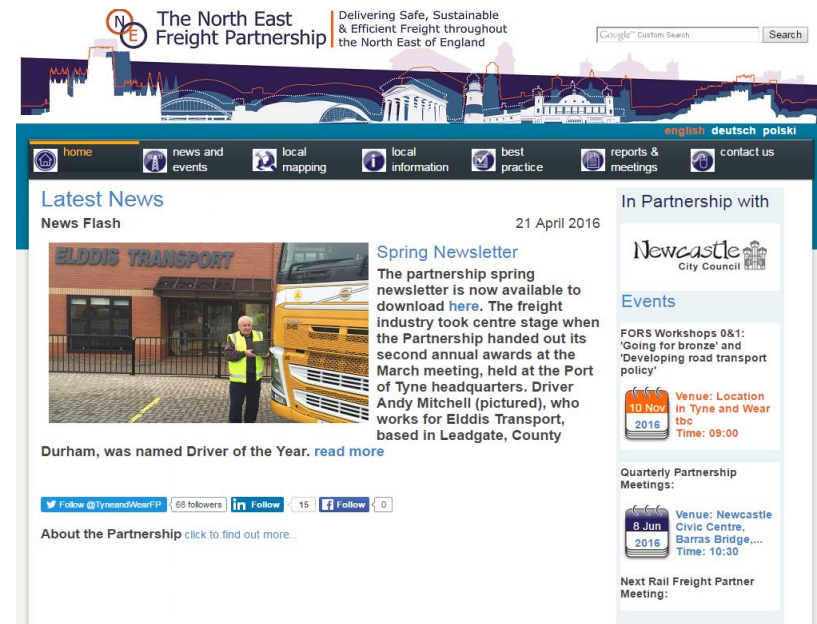
Reporting to NECA
Heads of Transport
Group

Meetings often
sponsored by
operators
(rooms/catering)

Some joint working
with FORS Community
Partnership and Tees
Valley

Activities (1)

- Regular meetings with a range of speakers, including site visits where possible
- Sharing information through website, annual leaflet and periodic “Freightflash” bulletins



Activities (2)

- Promotion of Fleet Operators Recognition Scheme in this region – now have 180 members and over 6,000 vehicles are associated with the scheme
- Delivery of Vulnerable Road User courses for lorry and van drivers



Activities (3)

- Driver and Operator of the Year awards
- Liaison with local universities and colleges



Activities (4)

- Sub-groups covering:
 - Rail freight
 - Water freight (in partnership with Tees Valley)
- Skills working group – exploring skills gaps and recruitment challenges with local colleges and training providers



Key points and lessons learned (1)

- Freight solutions can encompass lorry platooning, cycle logistics, drones and everything in between
- Change is constant but ultimately customers are the key influence on patterns of freight delivery
- Rapid growth in van traffic - 4.5% 2016-2017 nationally in the UK, compared to a 0.8% reduction in the HGV fleet
- Easier to engage with large HGV operators than with the wide diversity of van operators

Key points and lessons learned (2)

- Need for an FQP to remain agile and keep meetings and activities fresh and interesting
- Funding is important to be able to deliver tangible measures
- Freight is increasingly important on the policy agenda but is often perceived as a ‘problem’ not as a ‘solution’
- Each town / city / region is unique. There is no ‘one size fits all’ solution. Design and structure an FQP in a way that is right for your area

Questions?

